

The Hongkong Telegraph.

THURSDAY, APRIL 11, 1889.

SIX DOLLARS
PER QUARTER

No. 2207.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS : Fixed for 12 months, 5 per Cent. per Annum.

6 " 4 " "

ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent per annum interest.

4.—INTEREST at the rate of 3½% per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

G. E. NOBLE,
Chief Manager.
Hongkong, 1st January, 1889.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,300,000.

RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS :—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.
Hon. J. BELL-IRVING, Esq.
S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq.
J. S. MOSK, Esq.
T. E. DAVIES, Esq.
L. POSENKEK, Esq.
J. F. HOLLIDAY, Esq.
N. A. SIERS, Esq.
Hon. B. LAYTON, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—G. E. NOBLE, Esq.
MANAGER,
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS :—
For 4 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.
Hongkong, 8th March, 1889.

NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praha Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1889.

Auctions.

GOVERNMENT NOTIFICATION,
No. 159.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 15th day of April, 1889, at 5 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 6th April, 1889.

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of April, 1889, at 5 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

INTEREST ALLOWED ON DEPOSITS : Fixed for 12 months, 5 per Cent. per Annum.

6 " 4 " "

ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

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D. GILLIES,
Secretary.
Hongkong, 25th August, 1889.

Intimations.

W. BREWER.

HAS JUST RECEIVED THE FOLLOWING NEW SONGS.

THE Boys are Ready Moir.
Summer Love Dream Cowen.
Gondola Waits Guy.
Only this Once Kellie.
Norman's Tower Lohr.
Love Gift Woolf.
Promise of Years Rodney.
Song from Heaven Coven.
Our Dear Old Home Watson.
The Halls of Memory Woolf.
Another World Roekel.
Who Was It Warner.
Dead Old Thomas Barri.
Vote for Cupid Watson.

Hongkong, 23rd March, 1889.

Consignees.

NOTICE TO CONSIGNNEES.

STEAMSHIP "MOGUL" FROM GLASGOW, LIVERPOOL, LONDON, PENANG AND SINGAPORE.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Options of cargo will be forwarded unless noticed to the contrary to be given before 4 P.M., To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 9th April, 1889.

Mails.

NORDDEUTSCHER LLOYD,

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERPEN, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 14th day of April, 1889, at 10 A.M., the Company's Steamship "PREUSSEN," Capt. C. Pohle, with MAILS PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 1 P.M., on the 13th of April, 1889. (Parcels are not to be sent on board; they must be left at the AGNCV's Office). Contents and Value of Packings are required.

The Steamer has splendid Accommodation, and carries a Doctor and Steward.

For further particulars, apply to MELCHERS & Co., Agents.

Hongkong, 18th March, 1889.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY, THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer

"CITY OF NEW YORK" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 16th April, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :—

To San Francisco \$200.00

To San Francisco and return 350.00

available for 6 months.

To Liverpool 325.00

To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M., the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Intimations.

DAKIN

BROTHERS,
DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
QUEEN'S ROAD.

DAKIN BROTHERS'

LIME FRUIT CORDIAL.

THIS is a preparation of the best and purest Lime Juice, and it makes a most delicious cooling beverage entirely free from alcohol. It may be taken either by children or adults as the most wholesome and grateful drink for all seasons.

Sold in Quart Bottles.

(Telephone No. 60.)
Hongkong, 1st April, 1889.

work in this land, and who shall say that the Arm of the Lord is shortened? Any simple case of victory over some moral evil in a Chinese nature is proof that God can overturn, overturn, overturn, till the whole land submits to its righteous King."

CAPTAIN G. Buchanan, late of the *Yehsin*, has been transferred to the *Hinsheng*, vice Captain Andrew, who goes home to bring out another steamer for the C.M.S.N. Co.

MISSIONARY (in a prison)—My poor friend, I suppose you regard these walls with hatred, but—Prisoner—Regard them with gratitude. They are my protection. I am for bigamy, and both wives are furious.

THE U. S. Corvette *Morson* arrived at Nagasaki from Shanghai on the 24th ult., and will remain there pending the receipt of orders from Admiral Belknap. The U. S. corvette *Omaha* left Kobe for Yokohama on the 26th ult.

THE *Japan Herald* has the following translation from a vernacular paper:—The Rev. Schmedel and Rev. Spinner presented a congratulatory document to the Imperial Household Department some time ago in acknowledgment of the provision in the Constitution tolerating all religions. They were lately warmly thanked by Count Okuma, the Minister for Foreign Affairs.

WE learn from our Tientsin contemporary that the Yellow River is rising fast, but will not be at full flood for a month yet, perhaps six weeks. The snow of last winter is said to have been rather less than usual, but as rain sometimes falls heavy at the end of April or beginning of May it is not possible to predict whether the volume of water will be less or more than the normal spring floods.

SAVS the *N. C. Daily News*:—The latest news from Ichang is that the delegates are apparently instructed to render the negotiations that have been commenced above, as they are insisting that separate days must be set apart for steamer and junk traffic, and they are, it is said, offering to buy the *King* as a solution of the difficulty, but nothing, as far as our advices go, has yet been definitely settled.

IT transpires now that the junk which was pirated the other day off Cape D'Aguilar was smuggling the *krasine* she carried, so that it was a case of dog eat dog to some extent. Another of the pirates was caught yesterday at Yau-ma-ti, and remanded to-day. In the good old days forty years ago they dealt more summarily with these freebooting individuals, whose last words were generally "This suspense is killing."

WE understand that Chief Justice Russell will join either the next English mail or the succeeding one, proceeding home on twelve months' leave. In his absence Mr. Justice Clarke will fill his position, the acting *Puisne* judgeship being probably given to the Acting Registrar—Mr. G. Wise. We do not know anyone else by any means so worthy, so we hope our forecast will be verified.

WE learn from the *Shanghai Mercury* that the recent collision between the steamer *Kowshing* and *Feima* on the Taku Bar was brought up for arbitration on the morning of the 3rd inst., before R. A. Mowat, Esq., Assistant Judge. Mr. Dowdall appeared for the owner of the *Kowshing*, and Mr. Wainwright for the *Feima*. Mr. Wainwright applied that, after the evidence of the witnesses present had been taken, the case should be adjourned to allow the evidence of the pilots on board the steamers at the time of the collision to be taken at Tientsin and Taku. This was allowed by His Lordship and the case was proceeded with.

SAYS the *Chinese Times*:—The announcement has been made of the organization of the new German-Asiatic Bank for the promotion of German trade, which is to have its head quarters in Shanghai. The capital is 23,000,000 of marks. Although there is no lack of money in China for all legitimate, and even at times illegitimate purposes, and German traders have as little need of a bank of their own as German travellers had of a special line of steamers, yet we cannot doubt that, as in the case of the Norddeutscher Lloyd the new bank will attract to itself a fair share of business. Supply often creates demand, and every new facility offered for business tends to enlarge its volume. It is perhaps a matter of consolation to the existing banks that the value of money in China has about touched bottom, for when the Chinese are able to borrow at five per cent. additional competition cannot do much to lower the tariff. The rate of interest in India for loans on security of Government Paper was 12 per cent. per annum on the 1st March.

DEATH.

At the General Hospital, Shanghai, on the 1st April, 1889, DAVID CUNNINGHAM, Engineer, late steamship *Kwungtee*, aged 30 years.

TELEGRAMS.

(From *Straits Times*).
ROMANIA.

VIENNA, April 2nd.

Russia has demanded explanation from Romania with regard to various grievances, notably the expulsion of certain Russian subjects.

THE NETHERLANDS.

LONDON, April 2nd.

The Chambers met to-day to consider the nomination of a Regency.

After hearing the medical report, which was that the King suffers from diabetes and nephritis, a decision was deferred until to-morrow.

(From the *Courrier d'Haiphong*).
GENERAL BOULANGER.

PARIS, April 3rd.

General Boulanger, who is in Brussels, has published a manifesto declaring that duty has compelled him to escape from the Courts of Justice, and that he will await in Belgium the result of the general legislative elections.

LOCAL AND GENERAL.

THE China Inland Mission received the other day another remittance from London of £700 for the Famine Fund.

It is reported that the Japanese Government contemplate laying a cable between Yedzigo and the island of Sado.

THE Russian gunboat *Koreyets* returned to Shanghai on Tuesday night, having been out to North Saddle Island to meet the Russian Admiral.

AN Emergency meeting of Zetland Lodge, No. 52, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

JAPAN papers report that the whole of the capital required for the Club Hotel in Yokohama has been subscribed, and the concern has been successfully floated as a limited liability company.

SHANGHAI papers inform us that the property at the corner of the Bund and the Yang-kiang-pao, which was sold the other day for Tls. 150,000 (not Tls. 130,000), has been resold to the Shanghai Land Investment Association for Tls. 120,000.

THE *Nichi Nichi Shimbun* says that the following telegram from Seoul, Corea, dated the 2nd inst., has been received:—Mr. Denny, the adviser to the Corean King, having received £30,000 from Li Hung-chang, has decided to resign his post and return home.

THE law library of the United States Congress contains over 50,000 carefully selected volumes exclusively legal in character.

IN order to encourage the export trade in rice, it is said the Japanese government is considering the desirability of allowing vessels to load at Shimonoseki.

WE learn from Japan exchanges that the Mitsubishi Co.'s new cargo steamer *Asagai* arrived at Nagasaki from Cardiff on the 23rd ult., after a passage of 46 days, to hours, including a stoppage of 15 hours at Port Said. She is a vessel of 1,568 tons register and 3,500 tons carrying capacity and is arranged to be able to take in a full cargo of coal in 15 hours.

THE following are the Orders of the Day for the meeting of the Legislative Council, to be held to-morrow, the 12th inst., at 4 p.m.:—

1. Report of the Finance Committee. (No. 5).
2. Second reading of the Bill entitled "The Arms Ordinance, 1889".
3. Committee on the "Bill for amending the Laws relating to the construction of Buildings in the Colony of Hongkong."

WE learn from our Tientsin contemporary that the Yellow River is rising fast, but will not be at full flood for a month yet, perhaps six weeks. The snow of last winter is said to have been rather less than usual, but as rain sometimes falls heavy at the end of April or beginning of May it is not possible to predict whether the volume of water will be less or more than the normal spring floods.

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BUDHISM is not dying out in Japan, for the *Mainichi Shimbun* says that it is over 1,300 years since the Horaji, a Buddhist temple in Yamato, was built, and, as might be expected, the structure is in a very dilapidated condition. The priests have arranged to obtain subscriptions amounting to 65,000 yen, payment being extended over twelve years, and the Imperial Household Department will add 15,000 yen, so the work of reconstructing the temple will be commenced shortly.

THE average maximum of the Fahr. thermometer in a shaded situation in Shanghai during March was 57° 6, the average minimum 42°, and the mean 49° 8, against 57° 77, 43° 44, and 50° 6 respectively March last year. The rainfall for the month was 3.80 inches, against 4.60 inches in March, 1888, and an average of 2.04 inches for the seven years 1882-88. Rain fell measurably on 12 days in March last, against 11 days in March, 1888, and an average of 8 days for the seven years 1882-88.

MR. H. M. HILLIER begs to acknowledge the receipt of the following subscription to the North-China Famine Relief Fund:—

Tls.	Amount of subscriptions already advertised.....	12,370.69	13,550.90
Subscriptions from San Francisco U.S. \$5,000 at 99.....	4,975.00		
Subscriptions from New York.....	2,900.00		
Kowloon Clerks \$1,300 at 72.....	39.85		
		12,20,285.54	13,550.90

THE *Japan Mail* says that Mr. Henry Norman's letter describing his visit to Tongking will not be among the least interesting of his contributions to our knowledge of the East. He spent three weeks there, penetrated as far as the Franco-Chinese frontier, among the pirates, and visited the new coalfields. With regard to the latter, he writes that they are undoubtedly good, and that Japan must anticipate keen competition from them. The shares (100 francs par) are now quoted at 725 per cent. premium. Mr. Norman adds that he can bear personal testimony to the quality of the coal, since he travelled for a week in M. Bavier-Chaufour's steam-launch with a high-pressure engine burning the coal all the time.

THE *N. C. Daily News* reports that few minutes after 5 p.m. on the 3rd inst. fire was discovered in the Model Settlement in a block of buildings between Broadway and Seward Road in one direction and Loone Road and the Hongkong Creek in the other. The firemen were prompt in arriving, and the "Victoria" next. After half an hour's hard work, the firemen got the flames under with the aid of seven tons of water, but their work did not end there. They played on the ruins till an hour later. At the time of the alarm there was a high wind, and there had been a delay in the firemen turning out, the conflagration might have been a serious one, as the contents of some of the houses consisted of large quantities of coal, charcoal, firewood and tallow, the latter running out of the houses into one of the lanes.

BY a convolution in the Public Works Department Queen's Road Central is now impassable in the fullest sense of the word. From the Telegraph Office to Lane, Crawford's scores of men are breaking up the macadam with picks, unsupervised and unrestrained, with the result that something under fourteen people are in Hospital with pick-axe wounds, nine killed by overturned rickshaws, and one coolie has burst a blood vessel. At least so we hear. About seventy-eight, as near as we can ascertain, have been killed.

THE case of the har-boy at the Seamen's Club, charged with selling liquor without a license, was again before Mr. Wodehouse to-day. Sergeant Renfie stated that during the last four months he had constantly seen civilians going into the Club and obtaining liquor, and even seen them send their boys for drink. The place struck him as being simply an unusually large publichouse.—His Worship found the defendant guilty, but at this Club, free from restraint and unlimited as to liquor, he develops his worst traits. The Government does not subsidize the Club for the public it would perhaps be as well for the authorizes to deal with another, and much more serious nuisance, which exists there. On "Liberty day" the scenes around the place are simply disgraceful to the Service—the indecency, foul language, and drunkenness of the crowds of sailors positively defile the neighborhood. Jack, when sober, is generally a good fellow, but at this Club, free from restraint and unlimited as to liquor, he develops his worst traits. The Government does not subsidize the building for the purpose of encouraging this, and we have a right to expect further supervision on the part of the Committee, otherwise—well, in our opinion the Club must go.

FROM later information the *N. C. Daily News* corrects in some particulars the account which it previously gave of the accident on the Tientsin-Tongku railway on the 25th ult. It appears that the up train from Tong-kuang was so much delayed that it did not leave Tong-kuang for Tientsin until near 9 p.m., instead of 4.40 p.m. The down train which left Tientsin at 4.35 p.m., waited at the half-way siding until about 8.30 p.m., and then went on, but whether the engine-driver was on his own responsibility, or was overpersuaded by the native employee of the Company, will never be known. It is reported, however, that there were no lights on his engine, but the driver of the up train (who had the usual lights on his engine) saw sparks ahead, and reversed his engine, fearing that there was something wrong, and had nearly brought his train to a stand when the collision occurred. He was thrown off his engine a distance of twenty feet, but was only bruised. The driver of the down train, Jarvis, died about two hours after the accident, it is supposed, from scalding by steam or water. The carriage on the down train next the engine were completely smashed and caught fire, and there actually is only one man to look after all the roads, although years and years ago, there used to be two. But it is always so. In one office—the Magistracy, for instance—the law, overfed creatures are falling over each other, like puppies in a basket, there is such a host of them, whilst in another, and far more important place, we have one man writing an application to himself to forward a recommendation to himself to allow himself to go to tiffin. Oh! if we could only wake somebody up!

THE *Hogo News* says that the Museum Company of Arts and Manufactures have opened an emporium at Kobe, which is evidently destined to become one of the most interesting institutions of the port.

charge for licenses, removed the expensive and useless *Wai Yun*, and foregone the royalty on the Tamchau mines, until the present deficit of \$800,000 has been wiped out.

TAKU.

(FROM OUR CORRESPONDENT.)

Taku, March 26th, 1889.

Just time for a few lines regarding the terrible railway accident which has taken place in our neighbourhood. The line between Tongku and Tientsin is a single line and worked on the staff system. The Tientsin train leaves at 16.35 for Tongku, also a train leaves Tongku for Tientsin at 16.40. The two trains meet at the half way station, Chun-liang-cheng, where the Tongku train hands over the staff to the train from Tientsin.

On Monday afternoon the train from Tongshan (Kaiping) was late and did not leave Tongku at the time appointed, 16.40 for Tientsin, but about three hours afterwards. The Tientsin train all this time was waiting at Chun-liang-cheng for the train. The driver, Mr. Jarvis, thought the train would not arrive and took upon himself to go without the staff, the consequence was the two trains met and telescoped into one another.

By good chance Mr. Dawson, driver of the train from Tongku, was keeping a good look out as the night was very dark and observed at some distance sparks coming from the funnel of the other engine; he immediately reversed, but not in time as the other train was running about 35 miles an hour, and had no lamp burning.

The carriages of the Tientsin train went on the top of one another and immediately took fire, the doors were all locked, and the unfortunate passengers roasting alive. One eye-witness describes that no assistance could be rendered and that the bottom of the carriages burned out, the charred bodies fell down.

I have not been able to get the amount of killed and wounded, but it is said 12 Chinese were killed. The driver Jarvis was killed and about 30 Chinese were dangerously wounded and burnt.

The whole blame lays upon Jarvis, who died after he saw what had happened. The Chinese are in great indignation and commenced travelling in carts; 29 left here yesterday, also all the lions were again which have been shut since the railway opened. I am afraid this accident will throw railways back for a number of years in China.

THEISM v. REVELATION.

A CONTRAST AND A STUDY.

IV.

THE INSPIRATION OF THE BIBLE INTRINSICALLY CONSIDERED.

II.

THE FLOOD.

Like the moral catastrophe we have read and admired in Genesis III, Chapter VI, VII, and VIII of the same Book give us full details of a physical cataclysm which is said to have affected the human and animal species throughout the whole surface of the earth. Both events are recorded as punishments of sin, or of a moral deviation from a certain prescribed path of virtue and duty. The fall was accounted for as a punishment for disobedience to a given command. For the penalty of the Flood, no other cause is assigned but that from the "sons of God" and the "daughters of men" a race was sprung up, being a mixed progeny of angels, giants, and Adam's female posterity; that this abnormal progeny became too wicked in the eyes of the Lord who forthwith decreed its extermination. As no moral or positive injunctions are recorded to have been given previous to the alleged sins, one is at a loss to understand what they consisted in. After announcing the fact that the sons of God saw the daughters of men who were fair, and they took them wives of all which they chose" (Gen. vi. 2)—an occurrence which was quite in keeping with the primeval command to multiply and replenish the earth—the Creator says: "My spirit shall not always strive with man, for that he also is flesh: yet his days shall be an hundred and twenty years." We find in this passage the first gleam of the divine anger at the doings of men. It is then said that "God saw that the wickedness of man was great in the earth, and that every imagination of the thoughts of his heart was only evil continually" (v. 5). Bradlaugh, in commenting on this passage, says: "The writer speaks as if God had then newly discovered man's great wickedness, and in consequence repented, as set out in the next verse. Kalisch says that when God breathed his spirit into man, it was then originally pure and undefiled; but it was gradually corrupted by the weak frame with which it was coupled. Kalisch omits to consider that, on the theory of God's fore-knowledge, all this was known to the Creator of the weak frame prior to the coupling" (Genesis, p. 176).

As a consequence of this, "It repented the Lord he had made man on the earth, and it grieved him at his heart" (v. 6). This anthropomorphic description of the unchangeable Deity is highly characteristic of the Jewish mind. It is said that the expression of repentance is here introduced to depict the enormity of the sin rather than to express the feelings of the Creator. The Douay Bible has a foot-note to this effect; and such is the current interpretation of Bible grinders. But in the first place, the text does not say for what purpose the expression "repented" is used. In the second, it cannot be denied that it is in full contradiction to numerous other passages in the Bible in which the unchangeable nature of God is clearly asserted. We will cite the following:—"God is not a man, that he should repent; neither the son of man, that he should repent; but he said, and shall he not do it? or hath he spoken, and shall he not make it good?" (Num. xxiii. 19). "And also the Strength of Israel will not be norepent: for he is not a man, that he should repent" (1. Sam. xv. 20). "I, the Lord have spoken it; it shall come to pass, and I will do it; I will not go back, neither will I spare, neither will

a law, nor a reward given without a cause. As no law is mentioned as given, we must infer that the punishment is unexplainable. In the present case the penalty is the extermination of the whole species, with the exception of one family,—not only of the human species, but of the animal creation, which could neither have partaken in nor been responsible for the sins of men:—“And the Lord said, I will destroy man whom I have created from the face of the earth; both man, and beast, and the creeping thing, and the fowl of the air.” (v. 2). This awfully extermination becomes all the more unintelligible when Noah and his family are excepted from the general decision to “destroy all man,” and when of every living thing, a couple are equally excepted to perpetrate the species.

Passing now from the circumstantial causes which brought on the deluge to the facts directly connected with it, it may be as well to premise that nothing miraculous is recorded by the Bible to have occurred either in the building of the Noahian Ark, or in the living freight which it is asserted to have carried. On the contrary, known measurements were given according to which the Ark was to be constructed, a full description was made of the animals which were to be collected together, and everything else was mentioned with the detail and minuteness attending the construction of an ordinary boat and the getting together of her freight. Now, if science shows that nothing but a stupendous miracle could have brought the immense freight together in the Ark constructed according to the Biblical dimensions, we must conclude that the Genesis narrative is baseless and untenable. “Science,” says W. Denton, is a fiery furnace that has consumed a thousand delusions, and must consume all that remain.” *1. The Ark and its tenants.*—The Ark was 300 cubits long, 50 broad, and 30 high. Taking the cubit at 22 inches, the largest estimate given, the ark must have had the following dimensions: 550 ft. in length, 91 ft. 8 in. in breadth, and 55 feet in height. The cubical contents of the Ark must have been, according to Denton, 102,000 cubic yards. Each of the three floors measured 5,600 square yards, and the three floors together 16,800 square yards. The animals that were taken into the Ark are stated to have been: fourteen of each kind of bird (Gen. vii. 3), seven male, and seven female; two of every sort of unclean beast—animals that do not divide the hoof, or chew the cud;—and fourteen of every sort of clean beast. Commencing with the birds, Lesson, quoted by Hugh Miller, enumerates 6,265 species; Gray estimates them at 8,000. It is needless to suppose that all these species did not exist before the Deluge, for the Bible clearly says that they were all made on the fifth day; and on no other ground can we explain the existence of all the distinct species of animals at the present time, but by supposing each species to have been created at the commencement, and reproduced from the stock saved in the Ark. If we assume the Darwinian theory, of the gradual transmutation of species, we may be led to suppose that in anti-diluvian times there were only a few species of animals, which gradually formed the numerous post-diluvian kinds. But, in the first place, the Darwinian theory is contrary to the Bible record of special creation; in the second place, the fossil remains of animals supposed to have been anti-diluvian show them to have been just as numerous then as they are now—in some instances, more numerous than their present representatives; and, in the third place, the transmutation theory is based on the assumption of enormous periods of time. Taking therefore the species of birds at the minor computation—6,266—this number multiplied by 14, gives Noah 87,724 birds, say, 5 for every square yard of the Ark. Allowing the space for the attendants to look after this winged multitude, we shall easily come to the conclusion that the birds alone would have taken the whole standing room of the Ark.

Of the unclean beasts, two of every sort were to be taken. The species of mammals are estimated by Zoologists at 2,067. Leaving out the ruminants, or cud-chewers, which are clean beasts, estimated at 177 species, we have 1,890 species, and according to Gen. vii. 2, 3, 640 animals, being two of each species. Of the clean beasts, 177 species are known, which multiplied by 14, give a total of 6,128 mammals, from the mouse to the elephant. “These animals,” says Denton, could not be piled one upon another like cord-wood; they could not be promiscuously crowded together. The sheep would need careful protection from the lions, tigers, and wolves; the elephant and other ponderous beasts would require stalls of great thickness; much room would be required to enable them to obtain needful exercise, and for the attendants to supply them with food and water; and a vessel of the size of the ark would be taxed to provide for these beasts alone; and to crowd in, and preserve alive beasts and birds, was an absolute impossibility.”

Noah was also to take two of every sort of creeping thing. “Two hundred of these reptiles,” says Denton, are aquatic; hence water would not seriously affect them; but crocodiles, lizards, iguanas, tree-frogs, horned frogs, thunder-snakes, chicken-snakes, brittle-snakes, rattlesnakes, copperheads, asps, cobra de capellos, whose bite is certain death, and a host of others, must be provided for. It would not do to allow these disagreeable individuals to crawl about the ark, and 914 of them would require considerable space, whether they could obtain it or not. By this time, the ark is doubly crowded; but its living cargo is not yet completed. A dense cloud of insects, and a vast army destitute of wings, make their appearance, and clamour for admission. The number of articulates that must have been provided for is estimated at 750,000 species—from the butterflies of Brazil, 14 inches from the tip of one wing to the tip of the other, to the almost invisible gnats that dances in the summer’s beam. Ants, beetles, flies, bugs, fleas, mosquitoes, wasps, bees, moths, butterflies, spiders, scorpions, grasshoppers, locusts, myriapods, canker-worms, wriggle, crawling, creeping, flying, male and female, here they come, and all must be provided for. Nor are these the last. The air-breathing land-snails, of which we know 4,600 species, could never have survived a twelve months’ soaking; and they must therefore be cared for. The 9,200 of these add no little to the discomfort of the trebly-crowded ark.”

(To be continued.)

To-day's Advertisements.

ZETLAND LODGE, No. 525.
A N'EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zeeland Street, THIS EVENING, the 11th April, at 8.30 for 9 o'CLOCK precisely. Visiting Brethren are cordially invited. Hongkong, 11th April, 1889. [432]

LOST.

A FOX TERRIER DOG, white with Spotted Head, Stump Tail—leather Collar. Finder please return to Office of this Paper, Reward if required. Hongkong, 11th April, 1889. [444]

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.
PROGRAMME OF SEVENTH PRIZE MEETING.
TO BE HELD AT KOWLOON ON FRIDAY April 19th, SATURDAY 20th, and MONDAY 22nd, 1889.
PATRON : H. E. Sir G. W. DES VŒUX, K.C.M.G., CHAIRMAN : G. E. Noble, Esq. (Vice-Chairman).
John Andrew, Esq.
Major Verner Chater, 1st A. & S. Highlanders.
Capt. Collinson, 2nd Northamptonshire Regt.
Major Dempster.
C. Foul Esq.
H. Holmes, Esq.
A. Shelton Hooper, Esq.
Capt. Robinson, 1st A. & S. Highlanders.
E. Robinson, Esq.
Colonel Storer, R.E.
Alf. Woolley, Esq.

HON. SEC. & TREASURER : A. Shelton Hooper, Esq.
1st.—All Comers—Distance 200 yards. No. of Shots—Seven. Unlimited entries, 20 cents each. Ten prizes, value \$47.
2nd.—Association—Distance 200 yards. No. of Shots—Seven. Unlimited entries, 30 cents each. Five prizes, value \$30.
3rd.—Members of Council.—Past and Present Members of the Executive and Legislative Councils of Hongkong. Distance 200 yards. No. of Shots—Seven. No entrance fee.
4th.—Queen's 1st Stage.—Distance 200 yards. No. of Shots—Seven. Entrance fee 50 cents. One prize, \$10. Position—Standing, or Kneeling.
5th.—All Comers—Distance 300 yards. No. of Shots—Seven. Unlimited entries, 20 cents each. Ten prizes, value \$47.
6th.—Association—Distance 300 yards. No. of Shots—Seven. Unlimited entries, 30 cents each. Five prizes, value \$30.
7th.—Ladies'—Open to Lady Members or their Nominees. Distance 300 yards. No. of Shots—Seven. No entrance fee. Seven prizes. Position—Sitting or Kneeling.
8th.—Prize, presented by A. G. Stokes, Esq.
9th.—" " " E. L. Woodin, Esq.
10th.—" " " Major Verner Chater.
11th.—" " " E. L. Woodin, Esq.
12th.—" " " Major Dempster.
13th.—" " " H. J. Holmes, Esq.
14th.—" " " Wang Hing.
15th.—Ladies' Purse—Presented by the Ladies of Hongkong. Distance 300 yards. No. of Shots—Seven. Entrance fee 50 cents.
16th.—Chairman's Cup—Distance 300 yards. No. of Shots—Seven. Entrance fee \$1.
17th.—Prize, presented by G. E. Noble, Esq.
18th.—" " " Messrs. Dakin Bros. & Co.
19th.—" " " Lock Hing.
20th.—All Comers—Distance 500 yards. No. of Shots—Seven. Unlimited entries, 20 cents each. Seven prizes, value \$20.
21st.—Association—Distance 500 yards. No. of Shots—Seven. Unlimited entries, 30 cents each. Five prizes, value \$30.
22nd.—Queen's 1st Stage.—Distance 500 yards. No. of Shots—Seven. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
23rd.—Queen's 2nd Stage—Distance 500 yards. No. of Shots—Ten. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
24th.—Any Rifle—Open to all comers. Distance 500 yards. No. of Shots—Ten. Entrance fee \$1.
25th.—Queen's 2nd Stage—Distance 600 yards. No. of Shots—Ten. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
26th.—Queen's 3rd Stage—Distance 600 yards. No. of Shots—Ten. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
27th.—Queen's 1st Stage—Distance 600 yards. No. of Shots—Ten. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
28th.—Queen's 2nd Stage—Distance 600 yards. No. of Shots—Ten. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
29th.—Queen's 3rd Stage—Distance 600 yards. No. of Shots—Ten. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
30th.—Queen's 4th Stage—Distance 600 yards. No. of Shots—Ten. Entrance fee 50 cents. One prize, \$10. Position—Sitting, Kneeling, or Prone.
31st.—Any Rifle—Open to all comers. Distance 800 yards. No. of Shots—Ten. Entrance fee \$1.
32nd.—Queen's 4th Stage—Distance 800 yards. No. of Shots—Ten. Entrance fee 50 cents. Three prizes, value \$24.
33rd.—Prize, presented by The Hon. C. P. Chater.
34th.—" " " E. L. Woodin, Esq.
35th.—" " " Major Verner Chater.
36th.—" " " E. L. Woodin, Esq.
37th.—" " " Major Dempster.
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To-day's Advertisements.

whose respective highest scores in competitions Nos. 1, 5, 10, and 15 make up the highest aggregate. Entrance fee 50 cents. Three prizes, value \$18.
34th.—*All Comers Aggregate.*—For all competitors whose respective highest scores in competitions Nos. 1, 5, 10 and 15 make up the highest aggregate. Entrance fee \$1. Five prizes.
35th.—*Any Rifle Aggregate.*—For Competitors whose respective scores in competitions Nos. 14, 19, 22 and 25 make up the highest aggregate. Entrance fee \$2. Three prizes, value \$10. 1st Prize presented by the Hon. C. P. Chater.
36th.—*Handicap Aggregate.*—For Competitors whose respective scores (with the new monthly Challenge Cup Handicap points added) at 200 and 300 yards in the 1st Stage Queen's make up the highest aggregate. Military and Navy included. Entrance fee \$1. Three prizes, value \$30. 1st Prize presented by H. N. Mody, Esq.

37th.—*Nursery Aggregate.*—Restricted to Competitors who have never won a First or Second prize at any previous prize meeting in Hongkong, and whose respective scores in the 1st Stage Queen's make up the highest aggregate. Military and Navy included. Entrance fee \$1. Three prizes, value \$30. 1st Prize presented by E. R. Bellis, Esq.

38th.—*Aggregates Open to Members.*—*Victoria Prize.*—Open to Officers

